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## COUNTRY

East Germany

DATE DISTR. 26 April 1955

SUBJECT

Establishment of Aviation Faculty at Eastark  
University and the Institute of Technology,  
Dresden

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SUPPLEMENT TO  
REPORT NO. 25X1

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1. In the summer of 1952, several students of the technical faculty for ship-building at the Rostock University submitted a letter to Deputy Minister President Walter Ulbricht suggesting the foundation of a technical [redacted] faculty at Rostock. [redacted] conference [redacted] these students, the plan of the [redacted] faculty was [redacted] and all was scheduled to start in the fall semester [redacted] of the [redacted] school of navigation, the training program was [redacted] quite [redacted] beginning [redacted] important of the faculty was considerably behind schedule, it appeared that Rostock project was not supported by higher authorities. [redacted] verified when it was shown that the faculty was to be [redacted] as decided by 1 July 1953.

2. At the beginning of the Fall semester of 1952, the aviation faculty started its training program with two semesters. Ten students of the shipbuilding faculty who had initiated the foundation of the aviation faculty started in the fifth semester together with two students who had come from the Dresden Institute of Technology. About 300 students were assigned from other universities for the first semester of the aviation faculty. Most of them had come from the so-called workers and farmers faculties where they had studied for two or three years. Among these students, ~~who had no previous knowledge~~ were craftsmen, farmers and even ~~engineers and most of whom lacked the basic~~ knowledge for successful study. At the beginning of the 1953 spring semester, about 20 students from the Dresden Institute of Technology entered the fourth semester. Being high school graduates, these students had the necessary theoretical and practical qualifications. All students of the three faculties joined a glider group of the G.S.T. (Association for Sports and Technology). ~~Where theoretical courses were designed merely to fill the~~ requirements for A and B licenses for glider pilots.

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## CLASSIFICATION

CLASSIFICATION									
STATE	X	NAVY	X	NSRB	DISTRIBUTION				
ARMY	X	AIR	X	FBI					

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Curriculum of the Aviation Faculty at the Rostock University

3. During the Fall semester of 1952, lectures were held irregularly because there were not enough professors. For the Spring semester, professors and lecturers for all special fields were assigned to Rostock, and the courses had reached a standard level. Except for one preparatory course on aircraft construction, only general technical courses were held for the first four semesters. Special lectures were to start with the fifth semester. It was not yet decided how many semesters would be required for the final examination. Students of the fifth and sixth semesters were to be ready for graduation after a total of 9 semesters.
4. The training program was to include the following fields:
  - aerodynamics
  - aircraft designing
  - statics and stability
  - engine designing

The lectures on engine designing had to be postponed, because there was no lecturer at the Rostock University. Students were to specialize in the three other fields after the sixth semester, in order to develop an engineering and scientific experts for research and designing. It was anticipated that these students would be given a very extensive and thorough mathematical training. The training of designers was of particular importance. Practical exercises on the La 16 motor glider developed by Professor Hermann Langemann were held for the sixth semester.
5. The professors and lecturers anticipated keeping the training program on a university level, although only a few students of the first semester were able to follow the courses. Since no material for practical exercises was available, all the instructions on aircraft had to be done theoretically. Experiments with Diesel engines, however, could be made at the test stands of the Rostocker Motorenwerke. Further instructions were given during an inspection of the Rostocker Werft (shipyard). Because of all these handicaps, the level of training remained below the general standards, although some of the professors were of outstanding capability.

The Establishment of the Aviation Faculty.

6. In order to find some instruction and experimental material, the students searched scrap yards for old aircraft parts. But since even the Office of the State Secretary was unable to induce the higher scrap collection offices to release some parts, no material was available by the time the Spring semester of 1953 ended. A 16-hp Koeller type engine was procured from private individuals. No instruction existed on aircraft construction, special laboratories or test stands were available. The chemical and physical laboratories of the university, however, were available to the aviation faculty. At the beginning of the Spring semester, an aviation technical library was installed. By the end of the semester large shipments of western technical literature, for which special funds had been allotted, arrived. The library included 200 technical books of which 90 percent was western literature and about 200 political books, in addition to all western aviation technical magazines, even old ones, and East German technical publications which were just adequate for non-academic technical schools but not for university standards.
7. At various conferences, particularly at those with the State Secretary's office, it was repeatedly requested that advanced Soviet methods be studied and evaluated. However, in spite of all efforts initiated, it was not possible to obtain any important Soviet records, literature and even magazines, except for some technical books which had already been published in East Germany. During the summer of 1953, the Ministry of Interior placed at the disposal of the faculty the so-called "banned library" of former German aviation literature. When pictures of former leading Nazis were found in some of these books, the entire library was confiscated by the SED and its release could not be effected for three months and then only through the action of the Ministry of Interior.

Plans for an Enlargement of the Aviation Faculty

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Plans for an Enlargement of the Aviation Faculty

8. In cooperation with the Office of the State Secretariat for University Affairs, the professors made various suggestions for an enlargement of the faculty. Projects were prepared for test stands, wind tunnels for sub- and super sonic speed and laboratories etc. Professor Albring (fnu) from the Dresden Institute of Technology took an important part in the planning of the wind tunnels. It was also planned that a large stability laboratory be established. Detailed projects were prepared for a test stand for conventional engines, one for gas turbines and a laboratory for physical chemistry. A new building was to be constructed for the faculty to be located in the planned university area in a southern part of Rostock. The professors suggested that in respect to the high technical and aviatinal knowledge required for modern flying, the training of engineer pilots be included as fifth subject in the training program. Lectures in this field were to be given in the eighth semester and were to be continued in special courses after the final examination. The State Secretariat office, although at first in favor of this project, turned the motion down after a conference with the VPL which had complete jurisdiction over aviation activities in East Germany.
9. A plan for the establishment of an aviation medical faculty at one of the East German universities was dropped, probably also because of the VPL. None of the higher authorities seemed to be interested in this sort of special research. Since the Soviet authorities were disinclined to support such activities and also for other reasons it was assumed that all suggestions made by the professors of the aviation faculty were submitted to the Soviets.

Order to Transfer the Faculty to the Dresden Institute of Technology by 1 July 1953.

10. During the Spring semester of 1953, the Office of the State Secretariat for University Affairs ordered the aviation faculty transferred to Dresden to become a part of the Dresden Institute of Technology by 1 July 1953. All plans for an enlargement of the faculty in Rostock were cancelled. At Dresden a special University for Aviation was to be established. For security reasons, the incorporation of the aviation faculty in the Dresden Institute of Technology was cancelled and the Academy for the Construction of Transport Machines was founded instead. All fields pertinent to aviation were to be taught, among others high frequency and aircraft engine techniques, and even special courses for the construction of airfields were to be given. The academy was to be subordinated directly to the State Secretariat. Large funds were to be allotted for the establishment and the support of all government authorities was ordered. It was repeatedly emphasized that close cooperation of the Ministry of Interior, the VPL and Soviet offices was required. This project was secret. Most conferences were only attended by Professor Alfred Kloss and Professor Hans Mueller, while all previous conferences for the establishment of the Academy were attended by all professors and lecturers. The training program, similar to the one planned for Rostock, was to include the following additional fields: instrumentation, high frequency techniques and construction engineering.
11. Dr Ing Richter (fnu), [redacted] married, former lecturer at the Dresden Mining Academy, became rector of the new academy. Richter was a member of the SED and a member of VVN (association of victims of Nazi persecution) and had previously worked as a scientist at the German Experimental Station for Aviation in Berlin Adlershof where he was concerned with flow problems and spinning tests and, as a physicist, primarily with the measuring instruments involved.

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[redacted] Professor Mueller was called more and more instead to the important meetings. Teachers who were transferred from Rostock to Dresden included Professor Landmann (fnu), Professor Mueller (fnu), Dipl Ing Goecke (fnu), Dipl Ing Irrgang (fnu) and Ingenieur Freund. No information was obtained on the whereabouts of the other professors from Rostock.

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12. During the Spring of 1953, a special commission of the State Secretariat Office selected those students at Rostock who were to continue to study at the Dresden University. The same requirements for the selection of VP officers such as no connections to the West, no previous residence in a Western country, no Nazi background, etc. were also applied to the students. More for political than for technical reasons, 30 to 40 percent of students of the 2nd and 3rd semester were not accepted.
13. The Institute was to be installed in a former social insurance building on Duererstrasse in Dresden. Extensive construction work was planned for lecture halls, laboratories and student quarters. The projects for test stands, wind tunnels and laboratories were the same as the previous Rostock plans. Particular importance was attached to a large stability laboratory, a supersonic wind tunnel and test stands for piston engines and gas turbines. The test stands were to be constructed outside of town. The construction activities on Duererstrasse were started during the summer. An improvised training program with about 250 students was to start with the fall semester of 1953. The majority of the faculty was accomplished engineers from the aircraft industry. When the building was completed, the students were to be transferred from Rostock to Dresden.

#### Organizational Changes After the Riots of 17 June 1953

14. After the events of 17 June 1953, the establishment of an East German aircraft industry was cancelled and the project for the Academy for the Construction of Transport Machines was changed. The exclusive training program for aviation was dropped, and only special courses for light construction were included in the training program of the faculty for machine techniques at the Dresden Institute of Technology. The aviation students previously selected by the commission for the Academy for the Construction of Transport Machines were assigned to this faculty. Only special lectures on aircraft construction were continued for the students of the 7th semester, while the other special fields such as aerodynamics, statics and stability and aircraft engines were included in the courses of other faculties. Professor Richter and Professor Mueller, his deputy, were in charge of this training program. The courses were attended by about 220 students and included 8 students of the 7th semester and about 60 percent students of the 3rd and 5th semesters, while the other students were distributed to other faculties. Later it was learned, however, that in the fall of 1953 a separate faculty for light constructions was reestablished as an independent faculty board which was separated from the other faculties of the Dresden Institute of Technology. This faculty specialized in aircraft construction. The training of aircraft engine engineers was the task of the faculty for internal combustion engines and gas flow engines.
15. The construction projects of the wind tunnels for subsonic and supersonic speed and the stability laboratory were to be completed at the Duererstrasse. Although not to be completed, the construction of the chemistry and physics laboratories and the laboratory of the institute of technology for combustion engines and gas flow engines was later to be enlarged for conventional aircraft engines and turbo-propellers.
16. No training program for aircraft engineers was planned for 1953. Personnel requirements in the academy were to be filled by 150 to 200 students scheduled to graduate per year. If required, their knowledge was to be improved in short special courses on aircraft construction. It was assumed that this system will not be changed in the future, because all pertinent suggestions made by professors of the Rostock University were turned down.
17. Aircraft experts to be repatriated from the USSR were to be assigned to the faculty for light construction at Dresden and to Sonnenstein near Pirna.

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Comment: Probably the State Secretariat for Higher Education.

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**CENTRAL INTELLIGENCE AGENCY**

## INFORMATION REPORT

**NET-001**

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**Country**

**East Germany**

DATE ~~ENGR.~~

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## History of the Aviation Faculty at the Rostock University:

1. In the summer of 1952, several students of the technical faculty for shipbuilding at the Rostock University submitted a letter to Deputy Minister President Walter Ulbricht suggesting the foundation of a technical aviation faculty at Rostock. After a personal conference between Ulbricht and these students, the plan was approved and the faculty was founded with classes scheduled to start in the fall semester of 1952. Because of the short period of preparation, the training program was rather inadequate in the beginning. Since the recruitment of the faculty was continuously behind schedule, it appeared that Rostock project was not supported by higher authorities. This was verified when it was known that the faculty was to be transferred to Dresden by 1 July 1953.
2. At the beginning of the fall semester of 1952, the aviation faculty started its training program with two semesters. Ten students of the shipbuilding faculty who had initiated the foundation of the aviation faculty started in the fifth semester together with two students who had come from the Dresden Institute of Technology. About 300 students were assigned from other universities for the first semester of the aviation faculty. Most of them had come from the so-called workers and farmers faculties where they had studied for two or three years. Among these students, who had various trades, were craftsmen, farmers and even barbers most of whom lacked the basic knowledge for successful study. At the beginning of the 1953 spring semester, about 20 students from the Dresden Institute of Technology entered the fourth semester. Being high school graduates, these students had the necessary theoretical and practical qualifications. All students of the three semesters joined a glider group of the G.S.T. (Association for Sports and Technology) where theoretical courses were designed merely to fill the requirements for A and B licenses for glider pilots.

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4. The training program was to include the following fields:
  - aerodynamics
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The lectures on engine designing had to be postponed, because there was no lecturer at the Rostock University. Students were to specialize in the three other fields after the sixth semester, in order to graduate as engineers and scientific experts for research and planning. It was anticipated that these students would be given a very extensive and thorough mathematical training. The training of designers was of particular importance. Designing exercises on the La 16 motor glider developed by Professor Hermann Landman were held for the sixth semester.
5. The professors and lecturers anticipated keeping the training program on a university level, although only a few students of the first semester were able to follow the courses. Since no material for practical exercises was available, all the instructions on aircraft had to be theoretical. Experiments with Diesel engines, however, could be made at the test stands of the Rostocker-Diesel-Motorenwerke. Further instructions were given during an inspection of the Warnow Werft (shipyard). Because of these handicaps, the level of training remained below the general standards, although some of the professors were of outstanding capability.

The Establishment of the Aviation Faculty.

6. In order to find some instructive and experimental material, the students searched scrap yards for old aircraft parts. But since even the Office of the State Secretary was unable to induce the higher scrap collection offices to release some parts, no material was available by the time the spring semester of 1953 ended. A 16-hp Koeller type engine was procured from private individuals. No instruction charts on aircraft construction, special laboratories or test stands were available. The chemical and physical laboratories of the university, however, were available to the aviation faculty. At the beginning of the spring semester, an aviation technical library was installed. By the end of the semester large shipments of western technical literature, for which special funds had been allotted, arrived. The library included 200 technical books of which 90 percent was western literature and about 200 political books, in addition to all western aviation technical magazines, even old ones, and East German technical publications which were adequate for non-academic technical schools but not for university standards.
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Order to Transfer the Faculty to the Dresden Institute of Technology by 1 July 1953.

10. During the spring semester of 1953, the State Secretariat for University Affairs ordered the aviation faculty transferred to Dresden to become a part of the Dresden Institute of Technology by 1 July 1953. All plans for an enlargement of the faculty in Rostock were cancelled. At Dresden a special University for Aviation was to be established. For security reasons, the incorporation of the aviation faculty in the Dresden Institute of Technology was cancelled and the Academy for the Construction of Transport Machines was founded instead. All fields pertinent to aviation were to be taught, among others high frequency and aircraft engine techniques, and even special courses for the construction of airfields were to be given. The academy was to be subordinated directly to the State Secretariat. Large funds were to be allotted for the establishment and the support of all government authorities was ordered. It was repeatedly emphasized that close cooperation of the Ministry of Interior, the VPL and Soviet offices was required. This project was secret. Most conferences were only attended by Professor Alfred Klose and Professor Rudolf Mueller, while all previous conferences for the establishment of the Rostock faculty had been attended by all professors and lecturers. The training program, similar to the one planned for Rostock, was to include the following additional fields: instrumentation, high frequency techniques and construction engineering.

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Organizational Changes after the Riots of 17 June 1953

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15. The construction projects of the wind tunnels for subsonic and supersonic speed and the stability laboratory were to be carried out. The project on Duererstrasse was completed, although not to the extent previously planned. The construction of the chemistry and physics laboratories was cancelled, and the laboratory of the institute of technology was to be used instead. The laboratory for combustion engines and gas flow engines was later to be enlarged for conventional aircraft engines and turbo power units.
16. No training program for nonacademic aircraft engineers was planned for 1953. Personnel requirements in this field were to be filled by 150 to 200 students scheduled to graduate per year. If required, their knowledge was to be improved in short special courses on aircraft construction. It was assumed that this system will not be changed in the future, because all pertinent suggestions made by professors of Rostock University were turned down.
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